

Version 2.0

Commercial **D**river's **L**icense Manual



Commonwealth of Massachusetts
Registry of Motor Vehicles
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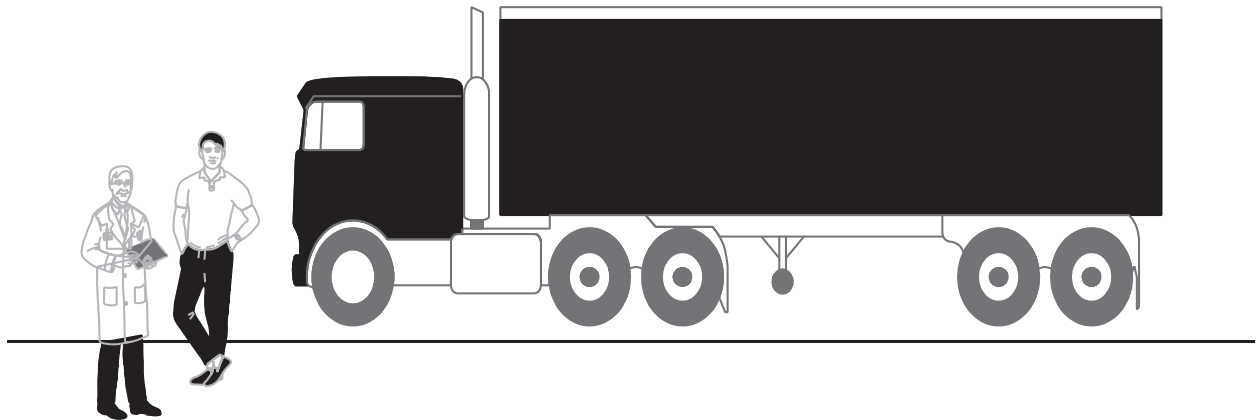
PART THREE

- 10. *Pre-trip Vehicle Inspection Test***
- 11. *Basic Vehicle Control Skills Test***
- 12. *On-road Driving Test***

THIS PART IS FOR DRIVERS
WHO NEED TO TAKE A SKILLS TEST

Section 10

Pre-trip Vehicle Inspection Test



THIS SECTION WILL ASSIST DRIVERS IN
TAKING THE PRE-TRIP VEHICLE INSPECTION TEST

Section 10: Pre-trip Vehicle Inspection Test

During the pre-trip inspection, you must show that the vehicle is safe to drive. You will have to walk around the vehicle, point to and touch each item and explain to the examiner what you are checking and why.

This Section Covers

- ***Internal and External Inspections***

Note: See Pre-Trip Inspection Score Sheet (Figure 10-1)

Study the following vehicle parts for the type of vehicle you will be using during the CDL skills tests. You should be able to identify each part and tell the examiner what you are looking for or inspecting.

10.1 All Vehicles

Leaks/Hoses

- Look for puddles on the ground.
- Look for dripping fluids on underside of engine and transmission.
- Inspect hoses for condition and leaks.

- ***Engine Compartment (Engine Off)***

Oil Level

- Indicate where dipstick is located.
- See that oil level is within safe operating range. Level must be above refill mark.

Coolant Level

- Inspect reservoir sight glass, or
- (If engine is not hot), remove radiator cap and check for visible coolant level.

Power Steering Fluid

- Indicate where power steering fluid dipstick is located.
- Check for adequate power steering fluid level. Level must be above refill mark.

Engine Compartment Belts

- Check the following belts for snugness (up to 3/4 inch play at center of belt), cracks, or frays:
 - Power steering belt.
 - Water pump belt.

- Alternator belt.
- Air compressor belt.

Note: If any of the components listed above are not belt driven, you must:

- Tell the examiner which component(s) are not belt driven.
- Make sure component(s) are operating properly, are not damaged or leaking, and are mounted securely.

- **Cab Check/Engine Start**

Clutch/Gearshift

- Depress clutch.
- Place gearshift lever in neutral (or park, for automatic transmissions).
- Start engine, then release clutch slowly.

Oil Pressure Gauge

- Make sure oil pressure gauge is working.
- Check that pressure gauge shows increasing or normal oil pressure or that the warning light goes off.
- If equipped, oil temperature gauge should begin a gradual rise to the normal operating range.

Temperature Gauge

- Make sure the temperature gauge is working.
- Temperature should begin to climb to the normal operating range or temperature light should be off.

Ammeter/Voltmeter

- Check that gauges show alternator and/or generator is charging or that warning light is off.

Mirrors and Windshield

- Mirrors should be clean and adjusted properly from the inside.
- Windshield should be clean with no illegal stickers, no obstructions, or damage to the glass.

Emergency Equipment

- Check for spare electrical fuses.
- Check for three red reflective triangles.
- Check for a properly charged and rated fire extinguisher.

Note: If the vehicle is not equipped with electrical fuses, you must mention this to the examiner.

Steering Play

- Non-power steering: Check for excessive play by turning steering wheel back and forth. Play should not exceed 10 degrees (or about two inches on a 20-inch wheel).
- Power steering: With the engine running, check for excessive play by turning the steering wheel back and forth. Play should not exceed 10 degrees (or about two inches on a 20-inch wheel) before front left wheel barely moves.

Wipers/Washers

- Check that wiper arms and blades are secure, not damaged, and operate smoothly.
- If equipped, windshield washers must operate correctly.

Lighting Indicators

- Test that dash indicators work when corresponding lights are turned on:
 - Left turn signal.
 - Right turn signal.
 - Four-way emergency flashers.
 - High beam headlight.

Horn

- Check that air horn and/or electric horn work.

Heater/Defroster

- Test that the heater and defroster work.

Parking Brake Check

- Apply parking brake only and make sure that it will hold the vehicle by shifting into a lower gear and gently pulling against the brake.

Hydraulic Brake Check

- Pump the brake pedal three times, then hold it down for five seconds. The brake pedal should not move (depress) during the five seconds.
- If equipped with a hydraulic brake reserve (back-up) system, with the key off, depress the brake pedal and listen for the sound of the reserve system electric motor.
- Check that the warning buzzer or light is off.

Note: Vehicles equipped with hydraulic brakes, see section 2-13, step 7.

Air Brake Check (air brake equipped vehicles only)

Listed below are the 10 steps you must follow in order to pass the air brake portion of the pre-trip inspection.

Note: It is important to realize that failure to perform one or more parts of the air brake test will result in an automatic failure of your CDL test.

Air brake safety devices vary. However, this procedure is designed to see that any safety device operates correctly as air pressure drops from normal to a low air condition.

These steps are suggested order only.

1. Place two adequate chock blocks, one in front and the other behind the furthest drive axle on the driver's side of the vehicle.
2. Start the engine and build air pressure to maximum, until Governor cut-out at approximately (100-125 psi) (shut off engine).
3. Turn ignition key to the right to activate the electrical system (Do not re-start engine at this time). Release the parking brake(s). After the initial pressure drop of approximately (5-15 psi) the air loss rate should be less than (2 psi in one minute) for single vehicles and less than (3 psi in one minute) for combination vehicles. (See Part 2, Section 5 for additional information on air brakes).
4. Apply and hold (90 psi) or more with the service brake pedal. After the initial pressure drop of approximately (5-15 psi) the air loss rate should be less than (3 psi in one minute for single vehicles) and less than (4 psi in one minute) for combination vehicles. (See Part 2, Section 5 for additional information on air brakes).
5. Step on and off the service brake pedal to reduce air tank pressure. The low air pressure warning signal (usually a buzzer and/or a light) must come on before the pressure is (less than 60 psi) in the air tank. (or tank with the lowest air pressure, in dual air systems) (See Part 2, Section 5 for additional information on low air warning devices for older vehicles and large buses).
6. Step on and off the service brake pedal to further reduce the air tank pressure. The "parking brake knob" should pop out when the air pressure falls to the manufacturer's specification (usually in a range of between 20-45 psi). This causes the spring brakes to come on. (See Part 2, Section 5 for additional information on spring brakes and parking brake systems).
7. Re-start the engine and bring to operating RPM. The air pressure should build from (85 to 100 psi within 45 seconds) in dual air systems. (See Part 2, Section 5 for additional information on other vehicle air pressure

buildup rates and for pre-1975 vehicles).

8. To check governor cut-in—with the engine running at a fast idle, continue to build the air pressure to the manufacturer's specifications (cut out approximately 120-125 psi) release the parking brake(s). (See Part 2, Section 5 air brake caution). With the engine idling step on and off the service brake pedal to reduce the air tank pressure. (The compressor should cut-in at the manufacturer's specified cut-in pressure or approximately at 100 psi). The air pressure should begin to rise. If the air governor does not work as described above, it may need to be fixed. A governor that does not work properly may not keep enough air pressure in your tank for safe driving.
9. To test the parking brake(s)—reapply the parking brake(s); shift transmission into lowest gear; shut off the engine; remove the key from the ignition; step out of the vehicle and remove the wheel chocks. Re-enter the vehicle; restart the vehicle and build the air pressure until the governor cuts-out. In a straight-single unit, pull gently against the parking brake in a low gear to test that the parking brake will hold. In a combination unit, (semi trailer/truck trailer) first release the parking brake on the towing unit only (the motorized unit). Next (leaving the parking brake engaged on the trailer) pull gently against the parking brake, in a low gear, to test the parking brake on the (trailer only) will hold. Second, re-apply both parking brakes and release the (trailer brakes only). To test the parking brake on the towing unit, pull gently against the parking brake in a low gear to see if it will hold.
10. To test the service brake—make sure you have a fully charged air system; release the parking brake(s); move the vehicle forward slowly (approximately 5 mph) and apply the service brakes firmly, using the brake pedal. Note any vehicle "pulling" to one side, unusual feel, or delayed stopping action. This test may show you problems which you otherwise wouldn't know about until you needed the brakes on the road.

To test trailer service brake—check for normal air pressure; release the parking brakes; move the vehicle forward slowly, and apply the trailer brakes with the hand control (trolley valve), if so equipped. You should feel the brakes come on. This tells you that the trailer brakes are connected and working. (The trailer brakes should be tested with the hand valve, but controlled in normal operation with the foot pedal, which applies air to the service brakes at all wheels).

Safety Belt

- Check that the safety belt is securely mounted, adjusts, and latches properly.

Lights/Reflectors

- Check that all external lights and reflective equipment are clean and functional. Light and reflector checks include:
 - Clearance lights (red on rear, amber elsewhere).
 - Headlights (high and low beams).
 - Taillights.
 - Turn signals.
 - Four-way flashers.
 - Brake lights.
 - Red reflectors (on rear) and amber reflectors (elsewhere).

Note: Checks of brake, turn signal and four-way flasher functions must be done separately.

10.2 External Inspection (School Bus/Truck Tractor)

- **Steering**

Steering Box/Hoses

- Check that the steering box is securely mounted and not leaking. Look for any missing nuts, bolts, and cotter keys.
- Check for power steering fluid leaks or damage to power steering hoses.

Steering Linkage

- See that connecting links, arms, and rods from the steering box to the wheel are not worn or cracked.
- Check that joints and sockets are not worn or loose and that there are no missing nuts, bolts, or cotter keys.

- **Suspension**

Springs/Air/Torque

- Look for missing, shifted, cracked, or broken leaf springs.
- Look for broken or distorted coil springs.
- If vehicle is equipped with torsion bars, torque arms, or other types of suspension components, check that they are not damaged and are mounted securely.
- Air ride suspension should be checked for damage and leaks.

Mounts

- Look for cracked or broken spring hangers, missing or damaged bushings, and broken, loose, or missing bolts, u-bolts or other axle mounting parts. (The mounts should be checked at each point where they are secured to the vehicle frame and axle[s]).

Shock Absorbers

- See that shock absorbers are secure and that there are no leaks.

Note: Be prepared to perform the same suspension components inspection on every axle (power unit and trailer, if equipped).

Slack Adjustors

- Look for broken, loose, or missing parts.
- The angle between the push rod and adjustor arm should be a little over 90 degrees when the brakes are released, and not less than 90 degrees when the brakes are applied.
- When pulled by hand, the brake rod should not move more than one inch (with the brakes released).

• **Brakes**

Brake Chambers

- See that brake chambers are not leaking, cracked, or dented and are mounted securely.

Brake Hoses/Lines

- Look for cracked, worn, or leaking hoses, lines, and couplings.

Drum Brake

- Check for cracks, dents, or holes. Also check for loose or missing bolts.
- Brake linings (where visible) should not be worn dangerously thin.

Brake Linings

- On some brake drums, there are openings where the brake linings can be seen from outside the drum. For this type of drum, check that a visible amount of brake lining is showing.

Note: Be prepared to perform the same brake components inspection on every axle (power unit and trailer, if equipped).

Rims

- Check for damaged or bent rims. Rims cannot have welding repairs.

• **Wheels**

Tires

- The following items must be inspected on every tire:
 - Tread depth: Check for minimum tread depth (4/32 on steering axle tires, 2/32 on all other tires).
 - Tire condition: Check that tread is evenly worn and look for cuts or other damage to tread or sidewalls. Also, make sure that valve caps and stems are not missing, broken, or damaged.
 - Tire inflation: Check for proper inflation by using a tire gauge, or inflation by striking tires with a mallet or other similar device.

Note: You will not get credit if you simply kick the tires to check for proper inflation.

Hub Oil Seals/Axle Seals

- See that hub oil/grease seals and axle seals are not leaking and, if wheel has a sight glass, oil level is adequate.

Lug Nuts

- Check that all lug nuts are present, free of cracks and distortions, and show no signs of looseness such as rust trails or shiny threads.
- Make sure all bolt holes are not cracked or distorted.

Spacers

- If equipped, check that spacers are not bent, damaged, or rusted through.
- Spacers should be evenly centered, with the dual wheels and tires evenly separated.

Note: Be prepared to perform the same wheel inspection on every axle (power unit and trailer, if equipped).

- **Side of Vehicle**

Door(s)/Mirror(s)

- Check that door(s) are not damaged and that they open and close properly from the outside.
- Hinges should be secure with seals intact.
- Check that mirror(s) and mirror brackets are not damaged and are mounted securely with no loose fittings.

Fuel Tank

- Check that tank(s) are secure, cap(s) are tight, and that there are no leaks from tank(s) or lines.

Battery/Box

- Wherever located, see that battery(s) are secure, connections are tight, and cell caps are present.
- Battery connections should not show signs of excessive corrosion.
- Battery box and cover or door must be secure.

Drive Shaft

- See that drive shaft is not bent or cracked.

- Couplings should be secure and free of foreign objects.

Exhaust System

- Check system for damage and signs of leaks such as rust or carbon soot.
- System should be connected tightly and mounted securely.

Frame

- Look for cracks, broken welds, holes or other damage to the longitudinal frame members, cross members, box, and floor.

Splash Guards

- If equipped, check that splash guards or mud flaps are not damaged and are mounted securely.

Doors/Ties/Lifts

- Check that doors and hinges are not damaged and that they open, close, and latch properly from the outside, if equipped.
- Ties, straps, chains, and binders must also be secure.
- If equipped with a cargo lift, look for leaking, damaged or missing parts and explain how it should be checked for correct operation.
- Lift must be fully retracted and latched securely.

• **Rear of Vehicle**

Air/Electric Lines

- Listen for air leaks. Check that air hoses and electrical lines are not cut, chafed, spliced, or worn (steel braid should not show through).
- Make sure air and electrical lines are not tangled, pinched, or dragging against tractor parts.

• **Tractor/Coupling**

Catwalk

- Check that the catwalk is solid, clear of objects, and securely bolted to tractor frame.

Mounting Bolts

- Look for loose or missing mounting brackets, clamps, bolts, or nuts. Both the fifth wheel and the slide mounting must be solidly attached.
- On other types of coupling systems (i.e., ball hitch, pintle hook, etc.), inspect all coupling components and mounting brackets for missing or broken parts.

Locking Jaws

- Look into fifth wheel gap and check that locking jaws are fully closed around the kingpin.
- On other types of coupling systems (i.e., ball hitch, pintle hook, etc.), inspect the locking mechanism for missing or broken parts and make sure it is locked securely. If present, safety cables or chains must be secure and free of kinks and excessive slack.

Platform (fifth wheel)

- Check for cracks or breaks in the platform structure which supports the fifth wheel skid plate.

Release Arm (fifth wheel)

- If equipped, make sure the release arm is in the engaged position and the safety latch is in place.

Kingpin/Apron/Gap

- Check that the kingpin is not bent.
- Make sure the visible part of the apron is not bent, cracked, or broken.
- Check that the trailer is laying flat on the fifth wheel skid plate (no gap).

Locking Pins (fifth wheel)

- If equipped, look for loose or missing pins in the slide mechanism of the sliding fifth wheel. If air powered, check for leaks.
- Make sure locking pins are fully engaged.
- Check that the fifth wheel is positioned properly so that the tractor frame will clear the landing gear during turns.

- In addition to checking for spare electrical fuses (if equipped), three red reflective triangles, and a properly charged and rated fire extinguisher, school bus drivers must also inspect the following emergency equipment:
 - Three red-burning flares (fusees).
 - A nine-item first-aid kit.

Lighting Indicators

- In addition to checking the lighting indicators listed in Section 10.2 of this manual, school bus drivers must also check the following lighting indicators (internal panel lights):
 - Alternately flashing amber lights indicator, if equipped.
 - Alternately flashing red lights indicator.
 - Strobe light indicator, if equipped.

Lights/Reflectors

- In addition to checking the lights and reflective devices listed in Section 10.2 of this manual, school bus drivers must also check the following (external) lights and reflectors:
 - Strobe light, if equipped.
 - Stop arm light, if equipped.
 - Alternately flashing amber lights, if equipped.
 - Alternately flashing red lights.

Stop Arm

- If equipped, check the stop arm to see that it is mounted securely to the frame of the vehicle. Also, check for loose fittings and damage.

Passenger Entry/Lift

- Check that the entry door is not damaged, operates smoothly, and closes securely from the inside.
- Hand rails are secure and the step light is working, if equipped.
- The entry steps must be clear with the treads not loose or worn excessively.

- If equipped with a handicap lift, look for leaking, damaged, or missing parts and explain how lift should be checked for correct operation. Lift must be fully retracted and latched securely.

Emergency Exit

- Make sure that all emergency exits are not damaged, operate smoothly, and close securely from the inside.
- Check that any emergency exit warning devices are working.

Seating

- Look for broken seat frames and check that seat frames are firmly attached to the floor.
- Check that seat cushions

are attached securely to the seat frames.

Air/Electrical Connections

- Check that trailer air connectors are sealed and in good condition.
- Make sure glad hands are locked in place, free of damage or air leaks.
- Make sure the trailer electrical plug is firmly seated and locked in place.

10.4 Trailer

- *Trailer Front*

Header Board

- If equipped, check the header board to see that it is secure, free of damage, and strong enough to contain cargo.
- If equipped, the canvas or tarp carrier must be mounted and fastened securely.
- On enclosed trailers, check the front area for signs of damage such as cracks, bulges, or holes.

• *Side of Trailer*

Landing Gear

- Check that the landing gear is fully raised, has no missing parts, crank handle is secure, and the support frame is not damaged.
- If power operated, check for air or hydraulic leaks.

Doors/Ties/Lifts

- If equipped, check that doors are not damaged. Check that doors open, close, and latch properly from the outside.
- Check that ties, straps, chains, and binders are secure.
- If equipped with a cargo lift, look for leaking, damaged or missing parts and explain how it should be checked for correct operation.
- Lift should be fully retracted and latched securely.

Frame

- Look for cracks, broken welds, holes or other damage to the frame, cross members, box, and floor.

Tandem Release Arm/Locking Pins

- If equipped, make sure the locking pins are locked in place and release arm is secured.

• *Remainder of Trailer*

Remainder of Trailer

- Please refer to Section 10.2 of this manual for detailed inspection procedures regarding the following components:
 - Wheels.
 - Suspension system.
 - Brakes.
 - Doors/ties/lift.
 - Splash guards.

Passenger Entry/Lift

10.5 Coach/Transit Bus

- Check that entry doors operate smoothly and close securely from the inside.
- Check that hand rails are secure and, if equipped, that the step light(s) are working.
- Check that the entry steps are clear, with the treads not loose or worn excessively.
- If equipped with a handicap lift, look for any leaking, damaged or missing part, and explain how it should be checked for correct operation.
- Lift should be fully retracted and latched securely.

Emergency Exits

- Make sure that all emergency exits are not damaged, operate smoothly, and close securely from the inside.
- Check that any emergency exit warning devices are working.

Passenger Seating

- Look for broken seat frames and check that seat frames are firmly attached to the floor.
- Check that seat cushions are attached securely to the seat frames.

Doors/Mirrors

- *Entry/Exit*

- Check that entry/exit doors are not damaged and operate smoothly from the outside. Hinges should be secure with seals intact.
- Make sure that the passenger exit mirrors and all external mirrors and mirror brackets are not damaged and are mounted securely with no loose fittings.

Level/Air Leaks

- *External Inspection of Coach/Transit Bus*

- See that the vehicle is sitting level (front and rear), and if air-equipped, check for audible air leaks from the suspension system.

Fuel Tank(s)

- See that fuel tank(s) are secure with no leaks from tank(s) or lines.

- *Remainder of
Coach/Transit Bus*

Compartments

- Check that baggage and all other exterior compartment doors are not damaged, operate properly, and latch securely.

Battery/Box

- Wherever located, see that battery(s) are secure, connections are tight, and cell caps are present.
- Battery connections should not show signs of excessive corrosion.
- Check that battery box and cover or door is not damaged and is secure.

Remainder of Vehicle

- Please refer to Section 10.2 of this manual for detailed inspection procedures regarding the following components:
 - Wheels.

Remember, the pre-trip vehicle inspection must be passed before you can proceed to the basic vehicle control skills test.

Figure 10-1: Pre-Trip Inspection Score Sheet


	MASSACHUSETTS REGISTRY OF MOTOR VEHICLES CDL SCORE SHEET			AIR BRAKE CHECK <small>CHECK FROM COMPARTMENT</small>	
	DRIVERS NAME	SITE LOCATION	DATE OF EXAM	1. CHOCKS	6. 20 - 45 PSI
	DRIVERS LICENSE #	SITE LOCATION #	TIME OF EXAM	2. CUT - OUT	7. 85 - 100 / 45
				3. 2 - 3 PSI	8. CUT - IN
				4. 3 - 4 PSI	9. P. BRAKE
				5. 60 PSI	10. S. BRAKE
			PASS		FAIL

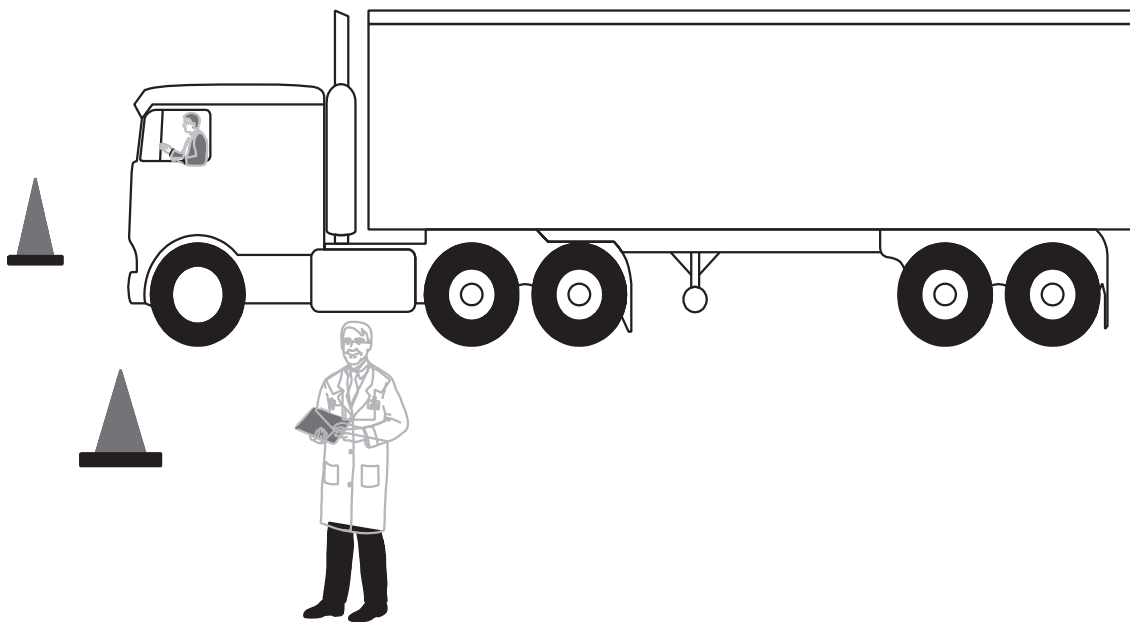
FIGURE 10-1 VEHICLE INSPECTION TEST			
ALL VEHICLES			
ENGINE COMPARTMENT <input type="checkbox"/> OIL LEVEL <input type="checkbox"/> COOLANT LEVEL <input type="checkbox"/> POWER STEERING FLUID / (BELT) <input type="checkbox"/> WATER PUMP (BELT) <input type="checkbox"/> ALTERNATOR (BELT) <input type="checkbox"/> AIR COMPRESSOR (BELT) <input type="checkbox"/> LEAKS / HOSES	ENGINE START <input type="checkbox"/> CLUTCH / GEARSHIFT <input type="checkbox"/> TEMPERATURE <input type="checkbox"/> OIL PRESSURE <input type="checkbox"/> AMMETER / VOLTMETER <input type="checkbox"/> BRAKE CHECK - AIR/HYD/PAC <input type="checkbox"/> STEERING PLAY	<input type="checkbox"/> PARKING BRAKE, HYDRAULIC <input type="checkbox"/> MIRRORS, WINDSHIELD <input type="checkbox"/> WIPERS / WASHERS <input type="checkbox"/> LIGHTING INDICATORS (L-R-H) <input type="checkbox"/> HORN (S) <input type="checkbox"/> HEATER / DEFROSTER <input type="checkbox"/> SAFETY BELT / EMERG (P-E-T)	OPTIONAL EQUIPMENT VEHICLE AXLES 2 3 TRAILER AXLES 1 2 AIR BRAKES YES NO (+) (+) IF VEHICLE HAS NO AIR BRAKES, PUT A LINE THROUGH THESE COMPONENTS

GROSS VEHICLE WEIGHT RATING				
SINGLE UNIT	TOWING UNIT	TRAILER	TRAILER	COACH / TRANSIT BUS
			TRAILER FRONT <input type="checkbox"/> AIR / ELECTRIC CONNECT <input type="checkbox"/> HEADER BOARD <input type="checkbox"/> LIGHTS / REFLECTORS SIDE OF TRAILER <input type="checkbox"/> LANDING GEAR <input type="checkbox"/> FRAME, TANDEM RELEASE <input type="checkbox"/> LIGHTS / REFLECTORS <input type="checkbox"/> DOORS / TIES / LIFTS F R WHEELS <input type="checkbox"/> RIMS <input type="checkbox"/> TIRES (I - C - D) <input type="checkbox"/> AXLE SEALS <input type="checkbox"/> LUG NUTS <input type="checkbox"/> SPACERS SUSPENSION <input type="checkbox"/> SPRINGS / AIR / TORQUE <input type="checkbox"/> SPRING MOUNTS BRAKES <input type="checkbox"/> SLACK ADJUSTOR <input type="checkbox"/> BRAKE CHAMBER <input type="checkbox"/> BRAKE HOSES / LINES <input type="checkbox"/> BRAKE DRUM / LININGS REAR OF TRAILER <input type="checkbox"/> LIGHTS / REFLECTORS <input type="checkbox"/> DOORS / TIES / LIFT <input type="checkbox"/> SPLASH GUARDS <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> VEHICLE INSPECTION SCORE NEEDED </div> <div style="border: 1px solid black; padding: 5px; margin-top: 5px;"> VEHICLE INSPECTION SCORE OBTAINED </div> <div style="display: flex; justify-content: space-around; margin-top: 5px;"> PASS FAIL </div>	FRONT OF VEHICLE <input type="checkbox"/> LIGHTS PASSENGER ITEMS <input type="checkbox"/> PASSENGER ENTRY / LIFT <input type="checkbox"/> EMERGENCY EXITS <input type="checkbox"/> SEATING DRIVER / ENTRY AREA <input type="checkbox"/> DOOR, MIRROR FRONT BRAKES / SUSPENSION <input type="checkbox"/> AIR LEAKS / LEVEL FRONT WHEEL <input type="checkbox"/> RIMS <input type="checkbox"/> HUB OIL SEAL <input type="checkbox"/> TIRES (I - C - D) <input type="checkbox"/> LUG NUTS FUEL TANK AREA <input type="checkbox"/> FUEL TANL / LEAKS BAGGAGE COMPARTMENTS <input type="checkbox"/> BATTERY / BOX <input type="checkbox"/> DOORS SECURE F R REAR WHEELS <input type="checkbox"/> RIMS <input type="checkbox"/> TIRES (I - C - D) <input type="checkbox"/> AXLE SEALS <input type="checkbox"/> LUG NUTS <input type="checkbox"/> SPACERS REAR BRAKES / SUSPENSION <input type="checkbox"/> AIR LEAKS / LEVEL REAR OF VEHICLE <input type="checkbox"/> LIGHTS / REFLECTORS <input type="checkbox"/> SPLASH GUARDS

SCHOOL BUS / TRUCK / TRACTOR FRONT OF VEHICLE <input type="checkbox"/> LIGHTS <input type="checkbox"/> STEERING BOX / HOSES <input type="checkbox"/> STEERING LINKAGE FRONT SUSPENSION <input type="checkbox"/> SPRING / AIR <input type="checkbox"/> SPRING MOUNT <input type="checkbox"/> SHOCK ABSORBER FRONT WHEEL <input type="checkbox"/> RIMS <input type="checkbox"/> HUB OIL SEAL <input type="checkbox"/> TIRES (I - C - D) <input type="checkbox"/> LUG NUTS FRONT BRAKE <input type="checkbox"/> SLACK ADJUSTOR <input type="checkbox"/> BRAKE CHAMBER <input type="checkbox"/> BRAKE HOSES / LINES <input type="checkbox"/> BRAKE DRUM / LININGS DRIVER / FUEL AREA <input type="checkbox"/> DOOR, MIRROR <input type="checkbox"/> FUEL TANK / LEAKS <input type="checkbox"/> BATTERY / BOX UNDER VEHICLE <input type="checkbox"/> DRIVE SHAFT <input type="checkbox"/> EXHAUST SYSTEM <input type="checkbox"/> FRAME <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> SCHOOL BUS ONLY <input type="checkbox"/> PASSENGER ENTRY / LIFT <input type="checkbox"/> EMERGENCY EXITS, SEATING <input type="checkbox"/> STUDENT LIGHTS, STOP ARM </div>	F R REAR WHEELS <input type="checkbox"/> RIMS <input type="checkbox"/> TIRES (I - C - D) <input type="checkbox"/> AXLE SEALS <input type="checkbox"/> LUG NUTS <input type="checkbox"/> SPACERS REAR SUSPENSION <input type="checkbox"/> SPRINGS / AIR / TORQUE <input type="checkbox"/> SPRING MOUNTS <input type="checkbox"/> SHOCK ABSORBERS REAR BRAKES <input type="checkbox"/> SLACK ADJUSTOR <input type="checkbox"/> BRAKE CHAMBER <input type="checkbox"/> BRAKE HOSES / LINES <input type="checkbox"/> BRAKE DRUM / LININGS REAR OF VEHICLE <input type="checkbox"/> LIGHTS / REFLECTORS <input type="checkbox"/> DOORS / TIES / LIFT <input type="checkbox"/> SPLASH GUARDS <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> TRACTOR ONLY <input type="checkbox"/> AIR / ELECTRIC LINES <input type="checkbox"/> CATWALK <input type="checkbox"/> LIGHTS / REFLECTORS COUPLING SYSTEM <input type="checkbox"/> MOUNTING BOLTS <input type="checkbox"/> SAFETY LATCH / LOCKING JAWS <input type="checkbox"/> PLATFORM <input type="checkbox"/> RELEASE ARM <input type="checkbox"/> KINGPIN / APRON / GAP <input type="checkbox"/> SLIDING 5TH WHEEL LOCKING <input type="checkbox"/> PINS </div>
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Section 11

Basic Vehicle Control Skills Test



THIS SECTION WILL ASSIST DRIVERS IN
TAKING THE BASIC VEHICLE CONTROL SKILLS
TEST

Section 11: Basic Vehicle Control Skills Test

Your basic control skills will be tested using the following four off-road maneuvers:

- Forward and backward through offset alley.
- Parallel park (conventional).
- Parallel park (sight side).
- Alley dock.

This Section Covers

- **Skills Test Exercises**
- **Skills Test Scoring**

These exercises are shown in Figures 11-1 through 11-4.

Forward and Back Through Offset Alley

You will be asked to drive your vehicle forward and offset to the left between two rows of cones, and bring your vehicle to a complete stop within the red shaded exercise boundary marked by a white end line and three cones (without going beyond the white end line or touching any cones).

Next you will back your vehicle in a straight line between the two rows of cones without crossing over any boundaries and stop within the red shaded exercise boundary marked by a white end line and three cones (without going beyond the white end line or touching any cones). (See Figure 11-1)

Parallel Park (Conventional)

You will be asked to park your vehicle in a parallel parking space that is on your right. You are to drive past the parking space and back into it without crossing over any boundaries, stopping the rear of your vehicle within the yellow shaded exercise boundary marked by a white end line and three cones (without going beyond the white end line or touching any cones). (See Figure 11-2)

Parallel Park (Sight Side)

You will be asked to park your vehicle in a parallel parking space that is on your left. You are to drive past the parking space and back into it, without crossing over any boundaries, stopping the rear of your vehicle within the yellow shaded exercise boundary marked by a white end line and three cones (without going beyond the white end line or touching any cones). (See Figure 11-3)

Alley Dock

You will be asked to sight-side back your vehicle into an alley without crossing over any boundaries stopping the rear of your vehicle within the red shaded exercise boundary marked by a white end line and three cones (without going beyond the white end line or touching any cones). (See Figure 11-4)

11.1 EXERCISES

11.2 SCORING

The examiner will score you on each of the four basic vehicle control skills tests. It is important to know that you must pass all four basic vehicle control skills tests before you would be allowed to continue to the last phase of the CDL test, known as the on-road driving test which is explained in its entirety in section 12 of this manual.

- ***Pull-ups***

On each of the four basic vehicle control skills test, you will be allowed three forward pull-ups to complete the maneuvers as described in section 11-1. (Please note that the initial pull-up to get your vehicle in the proper position to start each of the four basic vehicle control skills tests is not counted as a pull-up for scoring purposes)

- ***Time out of vehicle***

On each of the four basic vehicle control skills tests, you will be allowed to get out of your vehicle up to three times to access your position, known as "times out of vehicle" to complete the maneuvers as described in section 11-1. (Please note that your initial "time out of vehicle" to ascertain your vehicle position and safe backing path before you start each of the four basic vehicle control skills tests is not counted as a "time out of vehicle" for scoring purposes)

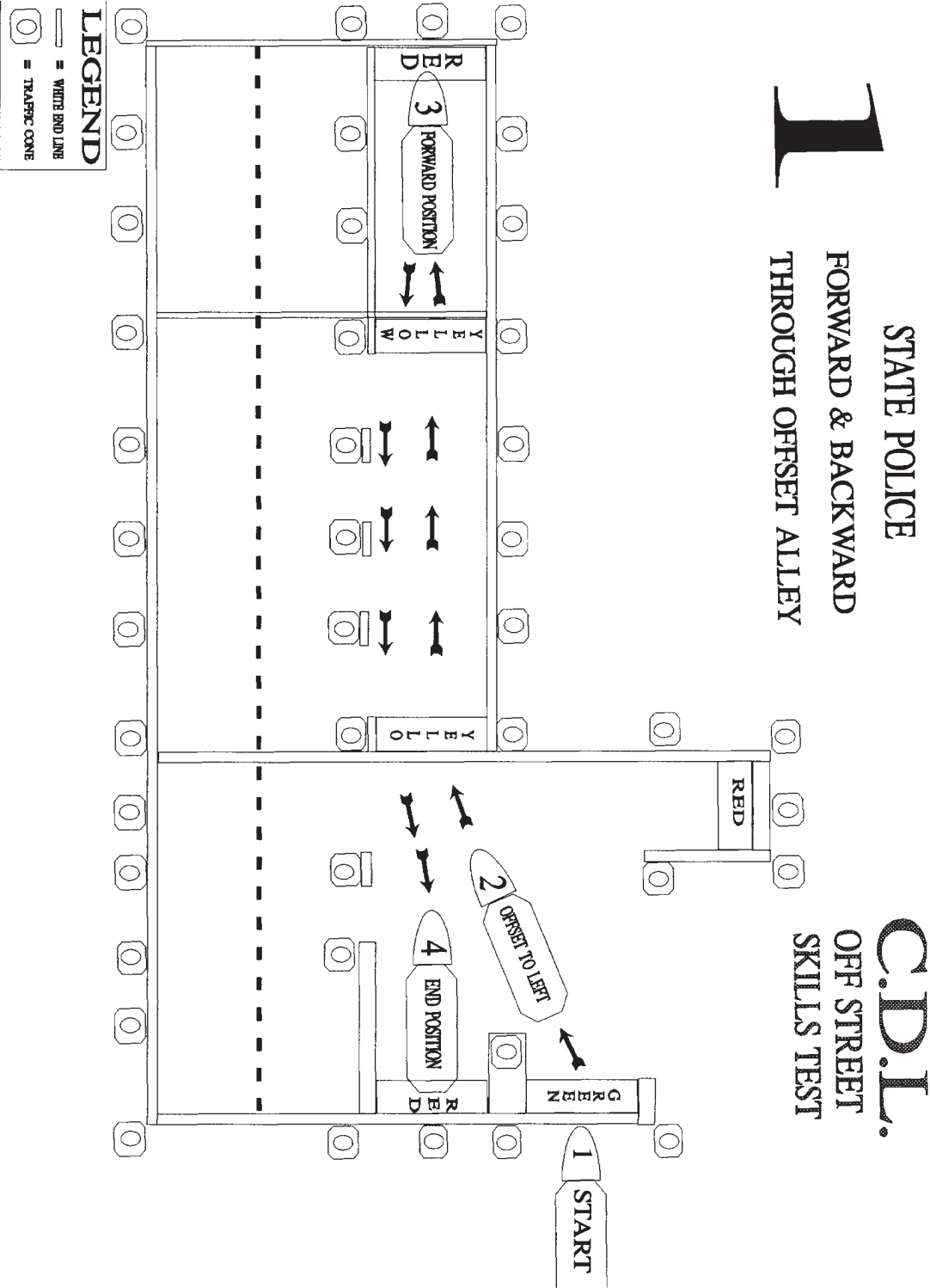
- ***Crossing boundaries***

You will fail the overall basic control skills test section if you touch or cross over any exercise boundary line or hit a cone with any portion of your vehicle.

- ***Scoring***

You will be scored pass or fail for each of the four basic vehicle control skills tests; however, failure to pass any of the required maneuvers will result in an overall failure of the basic vehicle control skills portion of your exam. The on-road driving exam will be conducted only when all four basic vehicle control skills tests have been passed! The scoring of the four basic vehicle control skills tests will be explained to you by the examiner prior to the beginning of each exercise. (See Figure 11-5)

Figure 11-1: Forward and Back Through Offset Alley



2

STATE POLICE

CONVENTIONAL - SIDE

PARALLEL PARK TO CURB

C.I.D. OFF STREET SKILLS TEST

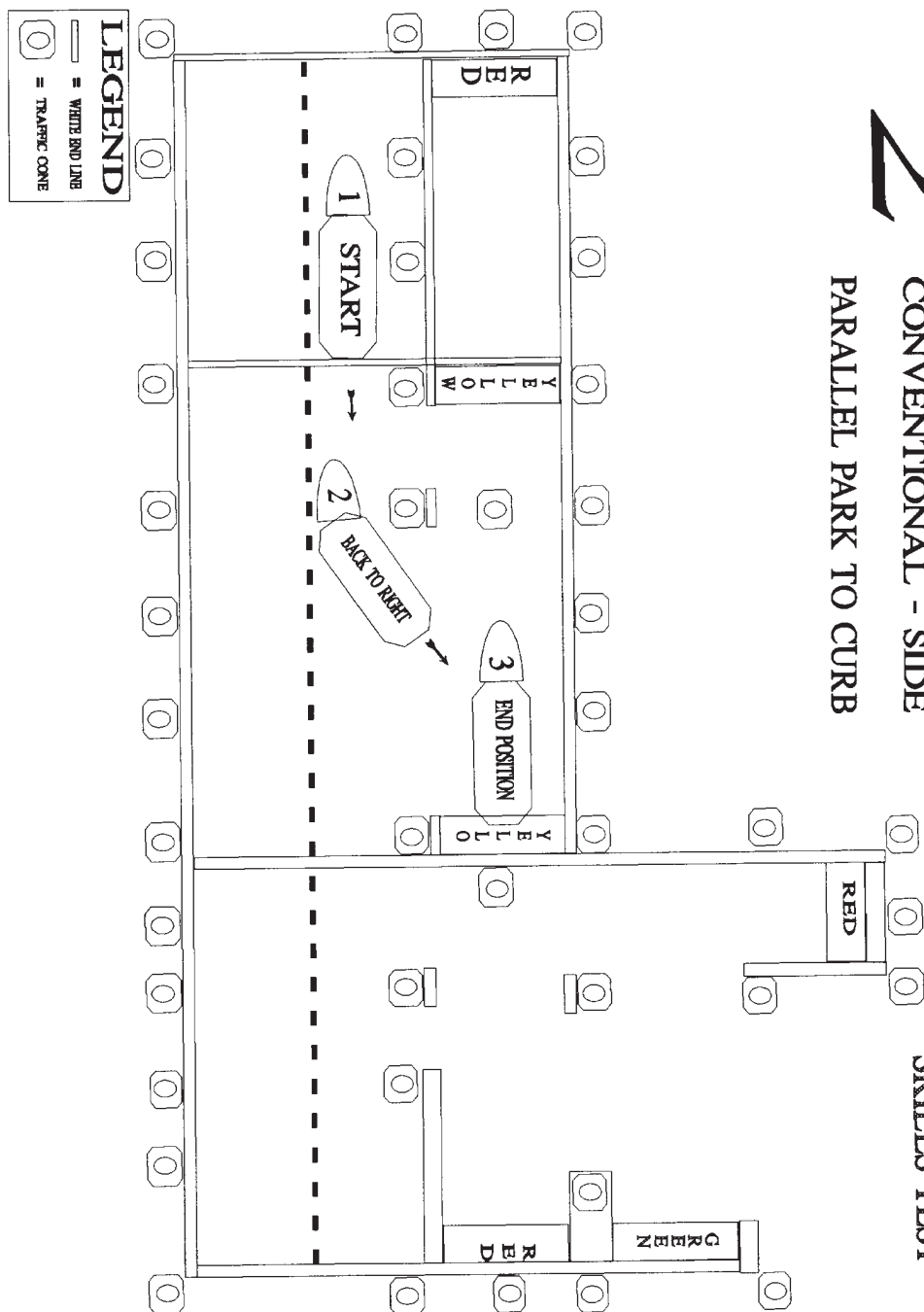


Figure 11-3: Parallel Park (Sight Side)

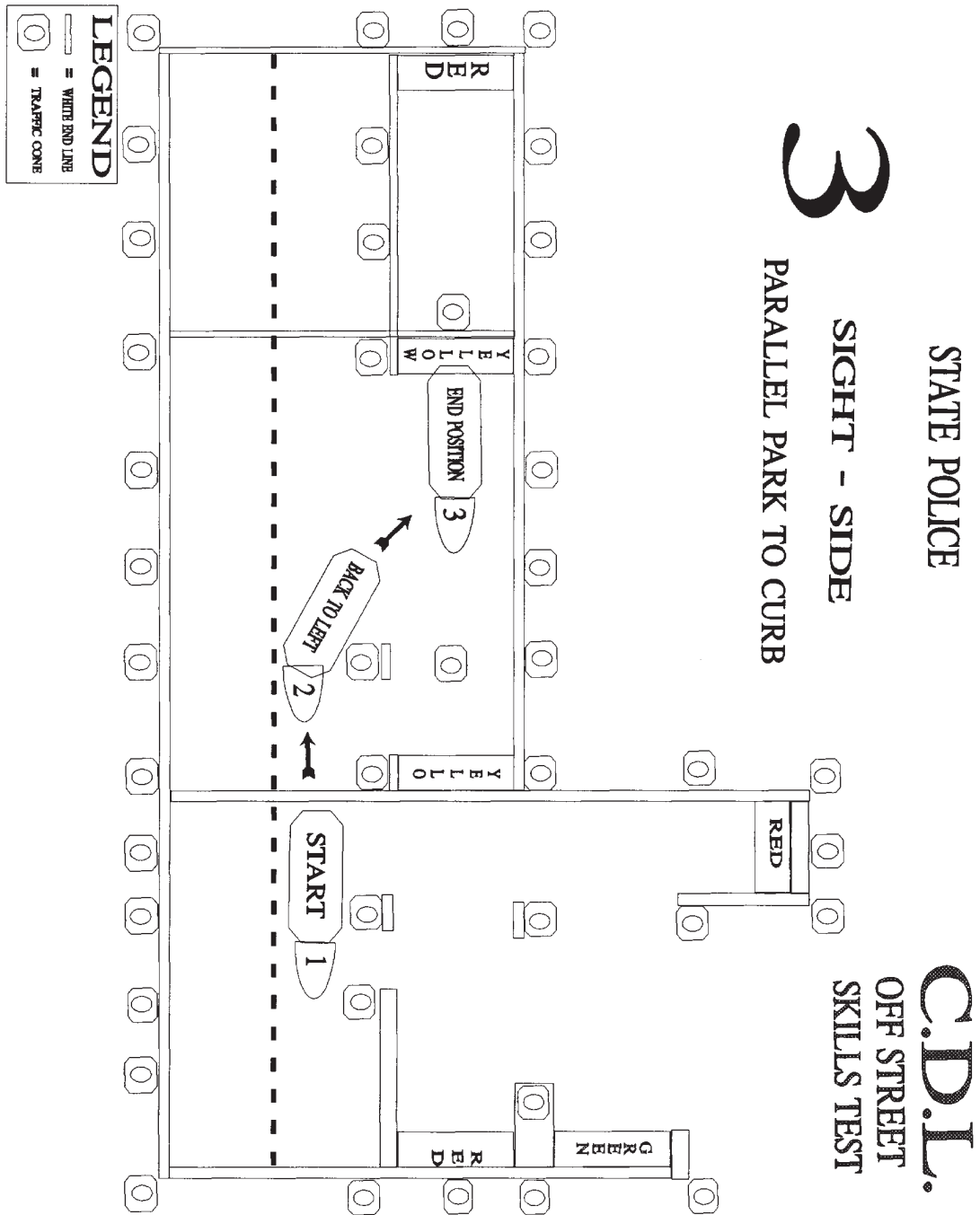


Figure 11-4: Alley Dock

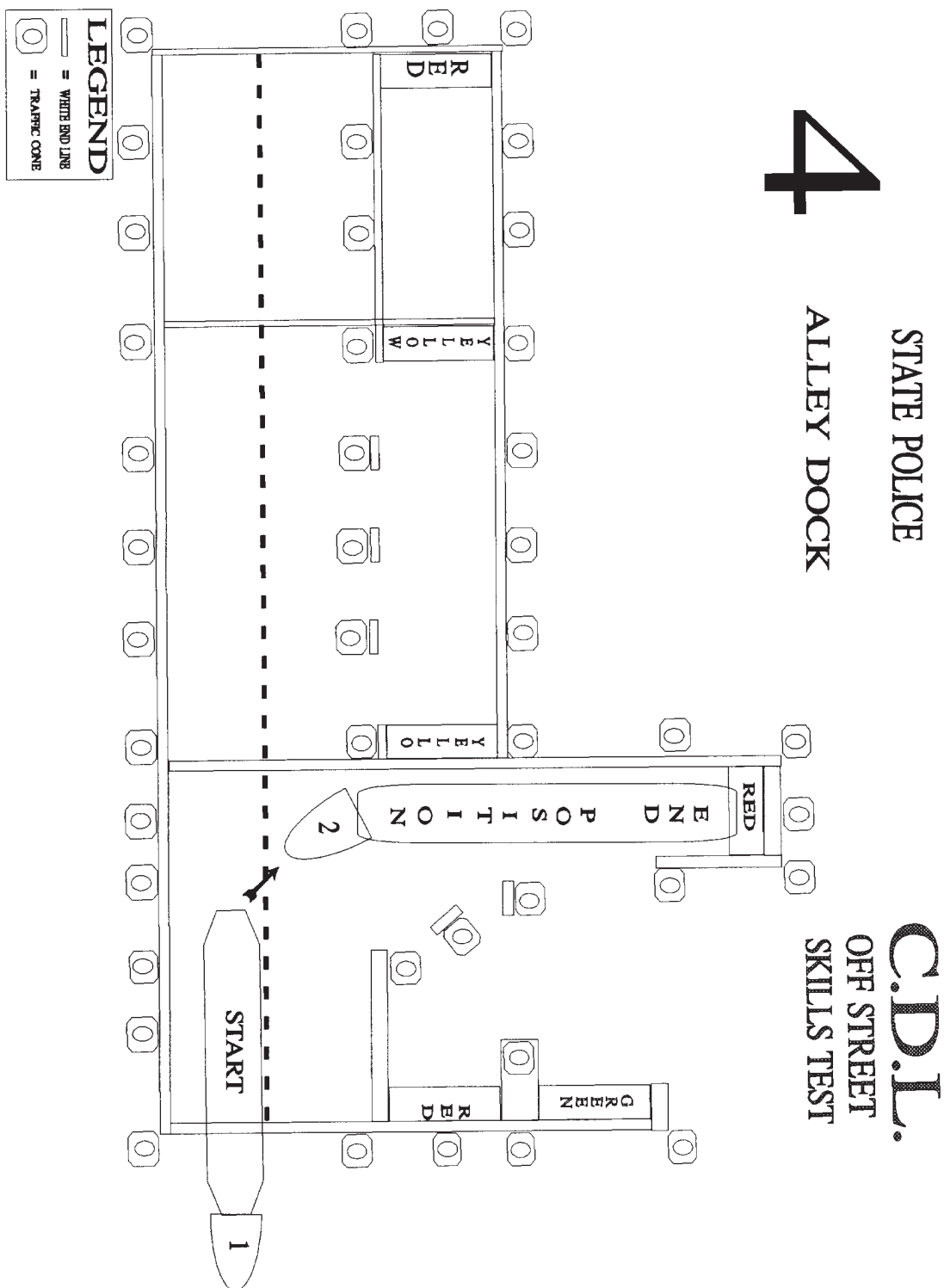


Figure 11-5: Basic Control Skills Score Sheet

BASIC CONTROL SKILLS

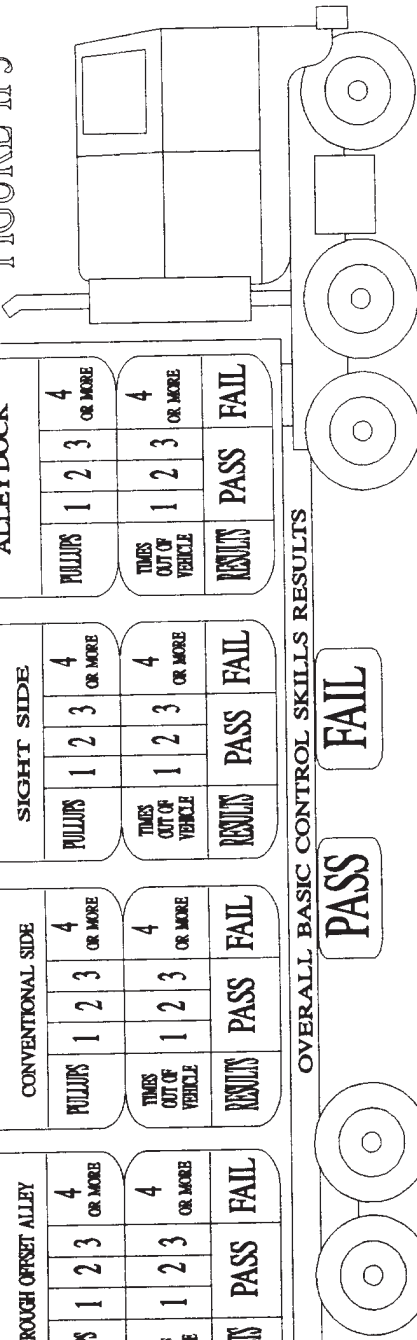
FIGURE 11-5

FORWARD & BACKWARD THROUGH OFFSET ALLEY				PARALLEL PARK CONVENTIONAL SIDE				PARALLEL PARK SIGHT SIDE				ALLEY DOCK			
PULLUPS		1	2 3	PULLUPS		1	2 3	PULLUPS		1	2 3	PULLUPS		1	2 3
TIMES OUT OF VEHICLE		1	2 3	TIMES OUT OF VEHICLE		1	2 3	TIMES OUT OF VEHICLE		1	2 3	TIMES OUT OF VEHICLE		1	2 3
4 OR MORE				4 OR MORE				4 OR MORE				4 OR MORE			
RESULTS		PASS FAIL		RESULTS		PASS FAIL		RESULTS		PASS FAIL		RESULTS		PASS FAIL	

OVERALL BASIC CONTROL SKILLS RESULTS

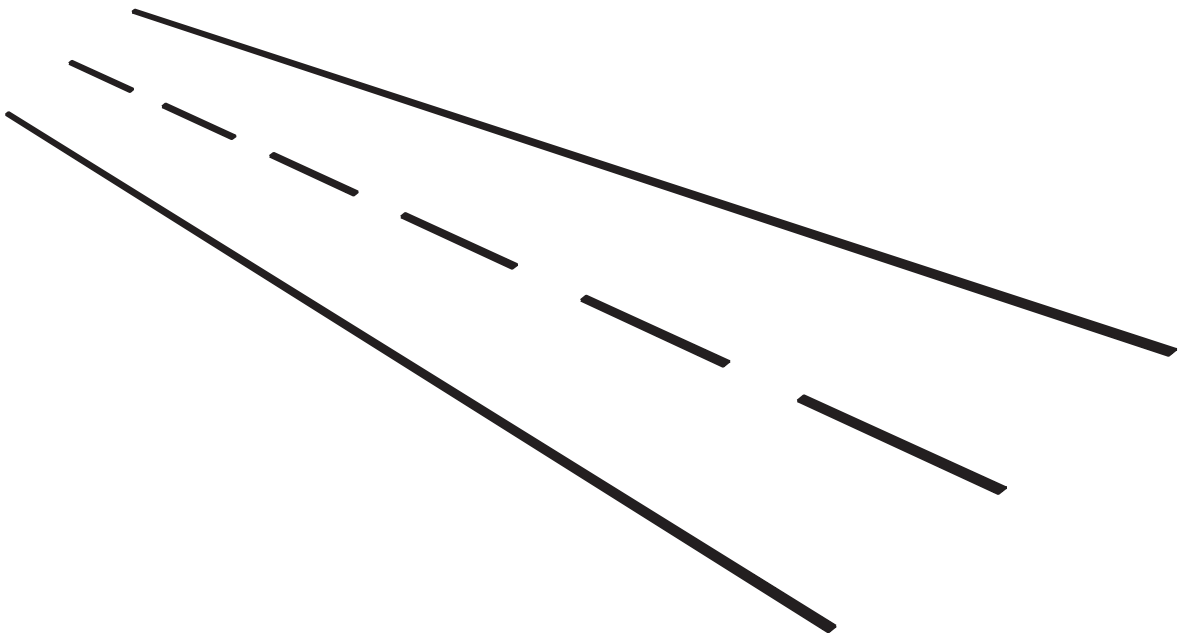
PASS

FAIL



Section 12

On-road Driving Test



THIS SECTION WILL ASSIST DRIVERS
IN TAKING THE ON-ROAD DRIVING TEST

Test Section 12: On-road Driving

You will drive over a test route that has a variety of traffic situations. At all times during the test, you must drive in a safe and responsible manner.

During the driving test, the examiner will be scoring you on specific driving maneuvers as well as on your general driving behavior. You will follow the directions of the examiner. Directions will be given to you so you will have plenty of time to do what the examiner has asked. You will not be asked to drive in an unsafe manner.

If your test route does not have certain traffic situations, you may be asked to simulate a traffic situation. You will do this by telling the examiner what you are or would be doing if you were in that traffic situation. See the CDL On-Road Score Sheet (Figure 12-1).

This Section Covers

- ***How You Will Be Tested***

You have been asked to make a turn:

- Check traffic in all directions.
- Use turn signals and safely get into the lane needed for the turn.

12.1 How You Will Be Tested

- ***Turns***

As you approach the turn:

- Use turn signals to warn others of your turn.
- Slow down smoothly, change gears as needed to keep power, but do not coast unsafely. Unsafe coasting occurs when your vehicle is out of gear (clutch depressed or gearshift in neutral) for more than the length of your vehicle.

If you must stop before making the turn:

- Come to a smooth stop without skidding.
- Come to a complete stop behind the stop line, crosswalk, or stop sign.
- If stopping behind another vehicle, stop where you can see the rear tires on the vehicle ahead of you (safe gap).
- Do not let your vehicle roll.
- Keep the front wheels aimed straight ahead.

When ready to turn:

- Check traffic in all directions.
- Keep both hands on the steering wheel during the turn.
- Do not change gears during the turn.
- Keep checking your mirror to make sure the vehicle does not hit anything on the inside of the turn.
- Vehicle should not move into oncoming traffic.
- Vehicle should finish turn in correct lane.

After turn:

- Make sure turn signal is off.
- Get up to speed of traffic, use turn signal, and move into right-most lane when safe to do so (if not already there).

- ***Intersections***

As you approach an intersection:

- Check traffic thoroughly in all directions.
- Decelerate gently.
- Brake smoothly and, if necessary, change gears.
- If necessary, come to a complete stop (no coasting) behind any stop signs, signals, sidewalks, or stop lines maintaining a safe gap behind any vehicle in front of you.
- Your vehicle must not roll forward or backward.

When driving through an intersection:

- Check traffic thoroughly in all directions.
- Decelerate and yield to any pedestrians and traffic in the intersection.
- Do not change lanes or shift gears while proceeding through the intersection.
- Keep your hands on the wheel.

Once through the intersection:

- Continue checking traffic.
- Accelerate smoothly and change gears as necessary.

During this part of the test, you are expected to make regular traffic checks and maintain a safe following distance. Your vehicle should be centered in the proper lane (right-most lane) and you should keep up with the flow of traffic but not exceed the posted speed limit.

During the multiple lane portion of the urban and rural sections, you will be asked to change lanes to the left, and then back to the right. You should make the necessary traffic checks first, then use proper signals and smoothly change lanes when it is safe to do so.

Before entering the expressway:

- Check traffic.
- Use proper signals.
- Merge smoothly into the proper lane of traffic.

Once on the expressway:

- Maintain proper lane positioning, vehicle spacing, and vehicle speed.
- Continue to check traffic thoroughly in all directions.

You will be instructed to change lanes:

- You must make necessary traffic checks.
- Use proper signals.
- Change lanes smoothly when it is safe to do so.

When exiting the expressway:

- Make necessary traffic checks.
- Use proper signals.
- Decelerate smoothly in the exit lane.
- Once on the exit ramp, you must continue to decelerate within the lane markings and maintain adequate spacing between your vehicle and other vehicles.

For this maneuver, you will be asked to pull your vehicle over to the side of the road and stop as if you were going to get out and check something on your vehicle. You must check traffic thoroughly in all directions and move to the right-most lane or shoulder of road.

- ***Urban/Rural Straight***

- ***Urban/Rural Lane Changes***

- ***Expressway***

- ***Stop/Start***

As you prepare for the stop:

- Check traffic.
- Activate your right turn signal.
- Decelerate smoothly, brake evenly, change gears as necessary.
- Bring your vehicle to a full stop without coasting.

Once stopped:

- Vehicle must be parallel to the curb or shoulder of the road and safely out of the traffic flow.
- Vehicle should not be blocking driveways, fire hydrants, intersections, signs, etc.
- Cancel your turn signal.
- Activate your four-way emergency flashers.
- Apply the parking brake.
- Move the gear shift to neutral or park.
- Remove your feet from the brake and clutch pedals.

When instructed to resume:

- Check traffic and your mirrors thoroughly in all directions.
- Turn off your four-way flashers.
- Activate the left turn signal.
- When traffic permits, you should release the parking brake and pull straight ahead.
- Do not turn the wheel before your vehicle moves.
- Check traffic from all directions, especially to the left.
- Steer and accelerate smoothly into the proper lane when safe to do so.
- Once your vehicle is back into the flow of traffic, cancel your left turn signal.

When approaching a curve:

- Check traffic thoroughly in all directions.
- Before entering the curve, reduce speed so further braking or shifting is not required in the curve.
- Keep vehicle in the lane.
- Continue checking traffic in all directions.

- **Curve**

As you approach the upgrade:

- Select the proper gear to maintain speed and not lug the engine.
- Check traffic thoroughly in all directions and move to the right-most or curb lane.
- If legal to do so, use four-way flashers if traveling too slowly for the flow of traffic.

- **Upgrade**

Before starting down the grade:

- Downshift as needed to help control engine speed and test brakes by gently applying the foot brake to ensure they are functioning properly. As your vehicle moves down the grade, continue checking traffic in all directions, stay in the right-most or curb lane, and, if legal to do so, use four-way flashers if your vehicle is moving too slowly for traffic. Increase following distance and observe the following downhill braking procedures:
 - Select a "safe" speed, one that is not too fast for the weight of the vehicle, length and steepness of the grade, weather, and road conditions.
 - Once a "safe" speed has been reached, apply the brake hard enough to feel a definite slowdown.
 - When speed has been reduced to five mph below the "safe" speed, release the brakes. [This application should last for about three seconds.]
 - Once speed has increased to the "safe" speed, repeat the procedure.

- **Downgrade**

For example, if your "safe" speed is 40 mph, you should apply the brakes once your vehicle speed reaches 40 mph. Your brakes should be applied hard enough to reduce your speed to 35 mph. Once your vehicle speed reaches 35 mph, release your brakes. Repeat this procedure as often as necessary until you have reached the end of the downgrade. This braking technique is called "snubbing."

When operating any commercial vehicle, do not ride the clutch, race the engine, change gears, or coast while driving down the grade. At the bottom of the grade, be sure to cancel your four-way flashers.

Not all test routes will contain an area of sufficient grade to test your skill adequately. Therefore, you may be asked to simulate (verbally) driving up and down a steep hill. You must be familiar with the upgrade/downgrade procedures so that you can explain and/or demonstrate them to the examiner at any time during the driving test.

- ***Railroad Crossing***

Before reaching the crossing, all commercial drivers should:

- Decelerate, brake smoothly, and shift gears as necessary.
- Look and listen for the presence of trains.
- Check traffic in all directions.

Do not stop, change gears, pass another vehicle, or change lanes while any part of your vehicle is in the crossing.

If you are driving a bus, a school bus, or a vehicle displaying placards, you should be prepared to observe the following procedures at every railroad crossing (unless the crossing is exempt):

- As the vehicle approaches a railroad crossing, activate the four-way flashers.
- Stop the vehicle within 50 feet but not less than 15 feet from the nearest rail.
- Listen and look in both directions along the track for an approaching train and for signals indicating the approach of a train. If operating a bus, you may also be required to open the window and door prior to crossing tracks.
- Keep hands on the steering wheel as the vehicle crosses the tracks.
- Do not stop, change gears, or change lanes while any part of your vehicle is proceeding across the tracks.
- Four-way flashers should be deactivated after the vehicle crosses the tracks.

Not all driving road test routes will have a railroad crossing. You may be asked to explain and demonstrate the proper railroad crossing procedures to the examiner at a simulated location.

- ***Bridge/Overpass/Sign***

After driving under an overpass, you may be asked to tell the examiner what the posted clearance or height was. After going over a bridge, you may be asked to tell the examiner what the posted weight limit was. If your test route does not have a bridge or overpass, you may be asked about another traffic sign. When asked, be prepared to identify and explain to the examiner any traffic sign which may appear on the route.

During the driving test you must:

- Wear your safety belt.
- Obey all traffic signs, signals, and laws.
- Complete the test without an accident or moving violation.

You will be scored on your overall performance in the following general driving behavior categories:

Clutch Usage (for manual transmission)

- Always use clutch to shift.
- Double-clutch if vehicle is equipped with non-synchronized transmission.
- Do not rev or lug the engine.
- Do not ride clutch to control speed, coast with the clutch depressed, or "pop" the clutch.

Gear Usage (for manual transmission)

- Do not grind or clash gears.
- Select gear that does not rev or lug engine.
- Do not shift in turns and intersections.

Brake Usage

- Do not ride or pump brake.
- Do not brake harshly. Brake smoothly using steady pressure.

Lane Usage

- Do not put vehicle over curbs, sidewalks, or lane markings.
- Stop behind stop lines, crosswalks, or stop signs.
- Complete a turn in the proper lane on a multiple lane road (vehicle should finish a left turn in the lane directly to the right of the center line).
- Finish a right turn in the right-most (curb) lane.
- Move to or remain in right-most lane unless lane is blocked.

Figure 12-1: CDL On-Road Score Sheet

C D L ON - ROAD SCORE SHEET

FIGURE 12-1

LEFT		TURNS	RIGHT	
1	2	3	4	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	
		APPROACH		
		TRAFFIC CHECK		
		SIGNAL, DECEL, COAST, LANE		
		IF STOP		
		NECESSARY, SMOOTH, GAP, STOP LINE,		
		FULL STOP, WHEELS STRAIGHT		
		TURNING		
		TRAFFIC CHECK		
		BOTH HANDS, GEARS		
		SPEED, WIDE / SHORT		
		COMPLETE TURN		
		TRAFFIC CHECK		
		CORRECT LANE		
		SIGNAL, ACCELERATE, RIGHT		
		← ERRORS →		

EXPRESSWAY	
MERGE ON	
TRAFFIC CHECK, SIGNAL, SPACING	
NO STOP, MERGE, CANCEL SIGNAL	
L R LANE CHANGES	
TRAFFIC CHECK,	
SIGNAL, SPACING, SMOOTH	
CHANGE, CANCEL SIGNAL	
EXIT	
TRAFFIC CHECK, SIGNAL	
SMOOTH MERGE TO EXIT LANE	
DECELERATE IN EXIT LANE	
RAMP SPEED, SPACING, CANCEL SIGNAL	
ERRORS	

INTERSECTIONS	
S S	STOPPING
O O	TRAFFIC CHECK
O O	DECELERATION, COAST
O O	GAP, STOP LINE, FULL STOP
T S S R	DRIVING THROUGH
O O O O	TRAFFIC CHECK
O O O O	YIELD, LANE GEAR
O O O O	ACCELERATE
ERRORS	
U R	URBAN / RURAL
O O	REGULAR TRAFFIC CHECKS
O O	SELECTS PROPER LANE
O O	KEEPS VEHICLE IN LANE
O O	SPEED, FOLLOWING DISTANCE
L R	LANE CHANGES
O O	TRAFFIC CHECK, SIGNAL,
O O	SPACE, SMOOTH CHANGE
ERRORS	

START / STOP ON GRADE	
U D	APPROACH
O O	TRAFFIC CHECK
O O	SIGNAL ON
O O	CORRECT LANE, DECELERATION,
O O	NOT COAST
STOP	
O O	PARALLEL, NOT BLOCKING, NOT ROLLING
O O	SIGNAL OFF / 4 - WAYS ON
O O	PARKING BRAKE ON
RESUME	
O O	TRAFFIC CHECK, 4 - WAYS OFF SIGNALS ON
O O	PARKING BRAKE, NOT STALL ENGINE
O O	TRAFFIC CHECK, ACCELERATE
ERRORS	
CURVE	
O O	SPEED: ENTER, THROUGH,
O O	STAY IN LANE
O O	TRAFFIC CHECKS
ERRORS	

DRIVE UP GRADE	
O	PROPER GEAR
O	KEEP RIGHT, 4 - WAYS IF SLOW
O	TRAFFIC CHECKS
ERRORS	
A S	DRIVE DOWN GRADE
O O	IN PROPER GEAR, KEEP RIGHT
O O	BRAKE CHECK, CLUTCH
O O	SAFE SPEED, BRAKING
O O	TRAFFIC CHECKS
ERRORS	
RAILROAD CROSSING	
O	TRAFFIC CHECK
O	LAW, GEARS, STOP, PASS, CHANGE LANES
ERRORS	
BRIDGE / OVERPASS / SIGN	
O	KNEW WEIGHT / CLEARANCE / SIGN
ERRORS	

AUTOMATIC FAILURES :	
O	MOVING TRAFFIC VIOLATION OR DISOBEYED SIGNS AND SIGNALS
O	AVOIDABLE ACCIDENT OR INCIDENT
O	DANGEROUS ACTION OR UNGAUGE BEHAVIOR
O	PUT VEHICLE OVER SIDEWALKS OR CURBS

ROAD TEST SCORE NEEDED	
25	ERRORS OR LESS
ROAD TEST SCORE OBTAINED	
PASS	FAIL

OVERALL RESULTS OF C D L TESTING			
 PASS	 FAIL	REFUSED / REASON	
ADD / REMOVE RESTRICTION (S)		CITATION # ISSUED:	
CLASS OF CDL ISSUED:		VALID FOR AIR BRAKES:	CIRCLE ENDORSEMENTS ISSUED:
A	B	C	YES NO H N P T X
TROOPERS SIGNATURE			
I. D. NUMBER		DATE EXAMINED	